

OUR JOBBING DEPARTMENT  
HAVING been REOPENED  
WITH a large assort-  
ment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

CHINA MAIL' OFFICE

# The China Mail.

Established February, 1846.

THE HONGKONG CHINESE MAIL  
報日字華南  
Hongkong Fa Tsz Yat Po  
ISSUED DAILY.

Chow On Min,  
Manager and Publisher.

SUBSCRIPTION:  
Fifteen dollars yearly, despatched in Hong-  
kong. Postage, 11.40 per annum,  
including postage.

PRICE, \$2.50 PER MONTH.

No. 10,204.

號一月一十年五十九百八千一英

HONGKONG, FRIDAY, NOVEMBER 1, 1895.

日五十月九年未乙

CHINA MAIL' OFFICE

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAR, 11 & 12, Clerken's Lane, Lombard Street, E.C.; G. CHANCE & CO., 30, Cornhill, London; GOTCH, Ludgate Circus, E.C.; RATES HENRY & CO., 37, Allardice, E.C.; SAMUEL DEACON & CO., 150 & 154, Leadenhall Street; W. M. WILLS, 151, Cannon Street; E.C.; ROBERT WATSON, 1, Newgate Street.

PARIS AND EUROPE.—MAYENCE, PAUW & CO., 16, Rue de la Grange Butte; &c., &c.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIC OFFICE, 52, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORON & GOTCH, Melbourne and Sydney.

QUEEN.—W. M. SMITH & CO., THE APOTHECARY'S CO., Colombo.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, LTD., Singapore.

CHINA.—MACAO, A. A. DA CRUZ, Arco, N. MOLLE & CO., Limited, Funchal; HEDRICK & CO., Shanghai; LANE, CRAVEN & CO., and KELLY & WALSH, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

## Banks.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$200,000

RESERVE LIABILITY OF SHARE-  
HOLDERS.....\$200,000

RESERVE FUND.....\$25,000

INTEREST allowed on Current Account  
at the rate of 2% per annum on the  
Daily balance.

On Fixed Deposits for 12 months 4%

" " 6% " 8%

" " 3% " 2%

T. H. WHITEHEAD,

Manager.

Hongkong, September 16, 1895. 846

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000.

RESERVE FUND.....\$5,000,000.

RESERVE LIABILITY OF.....\$10,000,000.

COUNT OF DIRECTORS:—

J. KRAMER, Esq.—Chairman.

A. MCNAULIE, Esq.—Deputy Chairman.

Hon. J. R. IRVING, Esq.; S. C. Michaelson,

G. B. Dowell, Esq. ....

M. D. Ewart, Esq.; D. R. Samson, Esq.

R. M. Gray, Esq.; N. A. Sieb, Esq.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.

MANAGER:

Shanghai—H. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO., LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2

per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 2% per cent. per annum.

" 6 " 3%

" 12 " 4%

T. JACKSON,

Chief Manager.

Hongkong, September 24, 1895. 343

HONGKONG SAVINGS BANK.

THE business of the above Bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPO-

RATION. Rules may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors

may transfer at their option balances of

\$100 or more to the HONGKONG AND

SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4 PER CENT. per

annum.

For the Hongkong and Shanghai

Banking Corporation.

T. JACKSON,

Chief Manager.

Hongkong, August 1, 1895. 1515

THE NATIONAL BANK OF CHINA,

LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$1,000,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GUILLES, Esq.; H. STOLZENFORT, Esq.

CHAN KEE SHU, Esq.

KWAN HOI CHUN, Esq.

Chief Manager.

Geo. W. F. PAYNTER.

Interest for 12 months 5%.

Hongkong, October 23, 1894. 1711

THE MERCANTILE BANK OF

INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.

SUBSCRIBED CAPITAL.....\$1,250,000.

Paid-up.....\$625,000.

Bankers.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at

the Rate of 2% per Annum on the Daily

Balance.

ON NEW-FIXED DEPOSITS:—

For 12 Months.....4%

For 6 Months.....2%

For 3 Months.....1%

Deposits Renewed or Old Terms.

JOHN THURBURN,

Manager, Hongkong.

Hongkong, August 2, 1895. 2028

PRIVATE BOARD AND RESIDENCE

FOR LADIES AND GENTLEMEN.

Special attention to Ladies' comfort. Accommo-

dation for Table Boarders. Central situation.

Mrs. MATHER,

2 and 3 Puddin's Hill.

Hongkong, October 29, 1895. 2018

## Intimations.

ZETLAND LODGE,

No. 625 E.C.

A Regular MEETING of the above  
LODGE will be held in the FREE-  
MASON'S HALL, Zetland Street, THIS  
EVENING, the 1st November, at 8.30 pm  
precisely. VISITING BRETHREN are  
cordially INVITED to attend.

Hongkong, November 1, 1895. 1970

GOVERNMENT NOTIFICATION.

No. 429.

NOTICE is hereby given that on  
THURSDAY, the 7th November, at  
3 p.m., the Privileges of PARISING the  
GRANITE QUARRIES in the ISLAND of  
HONGKONG during the year 1895, as also a  
like MONOPOLY for HONGKONG will be put  
up to PUBLIC AUCTION at the GOVERN-  
MENT OFFICES, HONGKONG.

1. The Monopoly in each case will begin  
on the 1st January, 1896, and terminate on  
the 31st December, 1896.

2. The highest bidder above the upset  
price will be recommended to His Excellency  
the Governor, the purchaser; but His Excellency reserves  
the right of not accepting the highest bid. If any dispute  
arises in regard to any bid, the Monopoly may  
be put up again at a former bidding.

3. No person shall at any bidding  
advances less than \$50.

4. Immediately after the fall of the  
hammer, the highest bidder shall sign a  
Memorandum of Agreement for completing  
the purchase according to those conditions  
and shall thereafter be required to give security  
of two householders, approved by the  
Government, to the amount of one-twelfth  
of the total annual premium for the due  
fulfillment of the Contract, if approved by  
His Excellency the Governor.

5. The Monopoly Premium shall be paid  
into the Colonial Treasury in advance upon  
the day of each Month.

6. Persons bidding of bidding at either  
of the two Auctions are directed to call at  
the Director of Public Works Office, where  
further particulars may be obtained.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary.

COLONIAL SECRETARY'S OFFICE,

HONGKONG, 16th October, 1895. 2030

Share Lists will close at Noon on the  
Fifteenth day of November, 1895.

SHANGHAI, 21st OCTOBER, 1895.

THE SOY CHEE COTTON  
SPINNING COMPANY,  
LIMITED.

To be registered under the Provisions of  
the German Law relating to Companies,  
the Liability of Members to be  
Limited to the Amount of their  
Shares.

CAPITAL 1,000,000 TAELS.  
Divided into 2,000 Shares of Taels 500 each,  
(with power to increase the Capital).

1,000 Shares have been applied for and  
will be allotted, and the remaining  
900 Shares are now offered for  
subscription.

TERMS:

50 Taels to be paid on application.

150 Taels " " deposit.

100 Taels " " 1st March, 1896.

100 Taels " " 1st June, 1896.

100 Taels " " 1st August, 1896.

1. Provisional Directors:

Mr. PH. ARNOLD (Messrs. ARNOLD,

KARBERG & CO.)

Mr. G. GALLES (Messrs. S. C. FANGHAN

& CO. LIMITED)

Mr. A. WASSERFALL (Messrs. SIEMENS

& CO.)

Mr. WOO SAW CHIN 吳少卿

Mr. SUN CHUNG YING 孫仲英

General Managers:

Messrs. ARNOLD, KARBERG & CO.

Bankers:

HONGKONG & SHANGHAI BANKING

CORPORATION.

&lt;

# THE CHINA MAIL.

## Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND SINGAPORE.

The Company's S.S. *Katong* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from Godowns at East Point.

Cargo impeding the discharge or remaining on board after 5 p.m. of the 2nd Decr., will be landed at Consignees' risk and expense in Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHEWS & Co., General Managers.

Hongkong, October 31, 1895. 2031

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNNEES.

FROM GLASGOW, MANCHESTER, LIVERPOOL AND SINGAPORE.

The Company's Steamship *Morane*, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before noon on the 11th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 6th Proximo, at 3 o'clock p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th Proximo will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before noon To-day.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, October 31, 1895. 2033

OXIDENTAL & ORIENTAL STEAMSHIP COMPANY.

GENERAL AVERAGE S.S. *BELGIC*.

A PORTION of this Vessel's Cargo having arrived, Ex *Gadic*, it has been landed into the Company's Godowns at Wharf, and Consignees are hereby notified to take immediately delivery.

A General Average Bond must be signed and a deposit of Fifty percent (50%) made on the ARRIVED VALUE of the Cargo previous to countersignature of Bills of Lading.

The Average Bond is lying at the Company's Office for signature.

J. S. VAN BUREN,  
Agent.

Hongkong, October 26, 1895. 2009

STEAMSHIP *YARA*.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo from London ex Steamship *Solon* and *Otago*, from Havre ex Steamship *Ortegal*, and from Bordeaux ex Steamships *Nantes*, *Bordeaux*, *Ville d'Arras* and *P. Leroy Laffet*, in connection with the above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valables—are being landed and stored at their risks into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless notice is received from the Consignees before 11 a.m. To-day (Tuesday), the 29th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriters.

Cargo remaining unclaimed after To-day, the 5th November, at noon, will be subject to rent, and landing charges.

All Claims must be sent in to us on or before Tuesday, the 5th November, or they will not be recognized.

All Damaged Packages will be examined on Tuesday, the 5th November, at 3 p.m.

No Fire Insurance has been effected.

C. TOURNARE,  
Acting Agent.

Hongkong, October 29, 1895. 2017

UNION LINE.

NOTICE TO CONSIGNNEES.

FROM MIDDLESBRO', HAMBURG AND STRAITS.

The S.S. *Lady Furness*, Capt. THOMAS, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriters, and to immediate delivery of their Goods from alongside.

Any Cargo impeding his discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN CO., LTD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Nov., 1895, will be subject to rent.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 2nd Nov., at 2.30 p.m.

No Fire Insurance has been effected.

SHIWAN & Co., Agents.

Hongkong, October 29, 1895. 2010

To Let.

TO LET.

FURNISHED.

TARAWERA,

THE SIX-ROOMED BUNGALOW, with seven feet Basement, Constructed, situated on UFER RICHARD ROAD.

Apply to

A. O'D. GOURIN,  
No. 3, Lyndhurst Terrace,  
Hongkong, October 31, 1895. 1789

TO LET.

NO. 3, WEST VILLAS.

Apply to

G. C. ANDERSON,  
13, Praya Central,  
Hongkong, October 10, 1895. 1000

## To Let.

TO LET.

From 1st July.

N. O. 5, WEST TERRACE.  
Apply to

G. C. ANDERSON,  
13, Praya Central,  
Hongkong, May 31, 1895. 1230

## To Let.

D WELLING HOUSES—  
HOUSES IN RIVER TERRACE.  
FIRST FLOOR OF NO. 2, BLUE BUILDINGS  
ERANIE'S BUNGALOW, 5 ROOMS,  
OFFICES.

FIRST FLOOR, NO. 7, PRAYA CENTRAL, lately occupied by  
MESSRS. HOLLOWAY, WEB & CO.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, October 31, 1895. 251

## IMPROVEMENTS.

SPANISH WINES.

The Under-signed having been appointed  
SOLE AGENTS in Hongkong and  
China for the COMPANIA VINICOLA DEL NORTE DE  
ESPANA, Bilbao, and  
ARVELLA Y CO., Cadiz, and  
SANCHEZ MEDINA, Jefe de la Frontera,  
The Actual Producers of the Purdest  
and Finest Wines in the World,

are now in a position to supply the residents  
of Hongkong and Coast Ports with the  
Genuine Article received direct from Spain  
and hitherto unobtainable in those parts.  
The following Wines are now in Stock:

### BIOJA CLARETE.

A pure sound Claret of Excellent Aroma;  
infinitely superior to Bordeaux Wines,  
in casks (6 den. quarts, about), at  
\$27.50, or bottled at \$6 per dozen.

### JEREZ ORO.

A Light Dry Sherry of Fine Flavour, at  
\$7 per dozen.

### JEREZ COLON.

An Excellent Dinner Sherry, absolutely  
pure, at \$15 per dozen.

### JEREZ TATARABUBLO.

A Delicous Wine, 30 years in the wood,  
highly appreciated by Connoisseurs, at  
\$20 per dozen.

### JEREZ NECTAR.

A Very Old Wine, 1784, full bodied; a  
splendid tonic, at \$10 per dozen.

### AMONTILLADO VIEJO.

Specialy prepared for invalids and delicate  
constitutions, at \$20 per dozen.

### MOSCATEL PURO.

A most delicious beverage of guaranteed  
purity and perfect flavour, \$13 per dozen.

### VINO TINTO.

Ordinary Red Spanish Wine, received  
direct from the growers. A sound  
healthy wine for everyday use. In  
quarter casks (12 den. bottles) at \$30  
per dozen.

### FOR TIENTSIN.

The Steamship *Nanchang*,  
Captain F. L. Layson, will be  
despatched on about TO-MORROW (SATURDAY), the 2nd Instant, at  
Daylight.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2042

### CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI (DIRECT).

The Steamship *Whampoa*,  
Captain HAYDN, will be  
despatched on about TO-MORROW (SATURDAY), the 2nd Instant, at  
Daylight.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2043

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Tsachikio*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2044

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2045

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2046

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2047

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2048

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2049

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Monach*,  
Captain CURTIS, will be  
despatched on FRIDAY, the 15th Instant.

### FOR FREIGHT OR PASSAGE, APPLY TO

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, November 1, 1895. 2050

### CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOUDAT.

The Steamship *Mon*

CHEVALIER de Kotsiki gave a concert in the D. Pedro V. theatre, Macao, on the night of the 24th ult.

An *ai-fresco* bazaar of fancy articles, in aid of the charitable institution of St. Vincent de Paul, will be held in the compound of the R.C. Cathedral on the night of the 10th instant.

At the Magistracy to-day, before Mr. Sercombe Smith, the Japanese who was charged with stabbing two policemen at Hungton on the 30th ult., was sentenced to six months' imprisonment with hard labour.

**THE STANDARD**, commenting upon the recent demonstration against China by British war vessels and the insult to Consul Mansfield at Kuching, bids in the possible occupation of Nankin by British troops.

CAPTAIN McClure did not go to Peking after all (writes the Tientsin correspondent of the *Mercure*) but has left for England, where he will superintend the building of several men-of-war, which are intended for the Peiping Squadron, as China intends having a navy of no mean strength.

Two estimable citizens of Hongkong, one being about 6ft. 2in. in height and bulky in proportion, and the other 6ft. 4in. and rather more so, had a disagreement in the Hongkong Hotel lately, and one of them called on the manager to put the other man out. The humour of the situation was that the manager is about 4ft. 6in. in height. Police Court proceedings are threatened.

The first race of the Royal Hongkong Yacht Club will take place on Sunday, 10th inst. The boats expected to compete are—*Dart*, *Erica*, *Peyne*, *Ladybird*, *Stela*, *Aeteor*, and *Princ* in the first class; *Elfia*, *She*, *Eileen* and *Sabreto* in the second class, and *Arrow*, *Monteviejo*, *Charnian*, *May Queen*, *Pearl* and *Sparkillo* in the Handicapped class. The starts will be at 11.15 and 11.25 a.m. from the Police Pier at Kowloon.

Two Chinese charged with murder of a sailor named Gundison on the 13th ultimo in Victoria Harbour were brought before the Magistrate again to-day on remand, and after the hearing of further medical evidence and the statement of the charge-room interpreter, the case was further remanded a week. It is expected that the case for the Crown will then finish. Mr. H. J. Gedge, acting Crown Solicitor, conducted the prosecution.

On her last voyage home the French transport *Comoros*, off Cape Gaudafus, picked up the transp. *Durance* (amino name), which had lost her propeller over a month before, in a cyclone, on the way from Tahiti to France. She had left Tahiti on the 20th June, and the unhappy passengers must have had a dreary time. She had been trying to round Capo Gaudafus under sail, and must have been a little out of the track of storms. Provisions and water were running short, when she was picked up and towed to Obock.

In the Supreme Court this morning the suit brought against Mr. C. Houldsworth by a Chinese cook for \$44 again came up for hearing. The plaintiff had been ordered to draw up a proper statement of account showing the items of his claim in detail. This he had failed to do, and judgment was therefore given against him. The Chinaman thereupon gave vent to his disgust in very forcible English so forcible, in fact, that His Lordship ordered the man to be put out, and might well have committed him for contempt. Outside the Court, Mr. Houldsworth was assailed with a torrent of violent abuse by the aggrieved cook, who soon gathered a large crowd of Chinese in Queen's Road, and threatened to take vengeance on Mr. Houldsworth, who had to return to Court and appeal to His Lordship. An Indian policeman was called, and the Chinaman was taken up to the Magistracy and charged with disorderly conduct. Mr. Sercombe Smith ordered him to be bound over to be of good behaviour for six months, in his own surety of \$30 and two others of \$25 each; in default, to go to jail for six weeks.

W. ROBINSON and Co. are Special Agents for all the leading English and Continental Pinseforte Manufacturers.

#### FOOTBALL MATCH.

HONGKONG CLUB v. KOWLOON CLUB. The match, under Association rules, took place at the Happy Valley yesterday afternoon, and was won by the Hongkong Club by two goals to one after a goal, fast but somewhat rough game.

Two of the Hongkong Club's backs were severely knocked about, through collisions, during the first half, and several small fouls occurred throughout the play, which must have taken a great deal from the pleasure of the game, added to which darkness set in before the finish and the last goal won by the Hongkong Club, within four minutes of time, was claimed as offside by the opposition, and a good deal of nasty feeling was shown, which, in face of the referee's decision, ought never to have taken place.

It is to be hoped that when these two teams meet again what will otherwise, judging by yesterday's play, be a fast and exciting game will not be spoilt by incidents such as above-mentioned.

The reported goal, in all probability, was not in view if mead had turned up suddenly at 30 p.m. to start, as it was then impossible to get 20 minutes play in daylight both ways. The fault on Thursday as far as could be ascertained with the Hongkong Clubmen.

It would be difficult to individualise players in either team as all played up with

determination and spirit, and the ball was marked during the whole game with excellent smarts on both sides, Kowloon Club especially.

We are indebted to two correspondents for other descriptions of the game, but pressure on our space compels us to confine our quotations to the following:

For Kowloon, Henderson and Lapsley were particularly prominent, and Oliver, Campbell and Firth must be especially singled out for good and effective work on their side. If met had turned up on the ground at 4.30 instead of at 6 o'clock the game would not have been finished practically in the dark.

The light had failed but the ball flew minutes of grace, and a claim of "off-side" was raised but overruled, and the harder (the man in the crowd said "rough") game of the season came in favour of the Club by two goals to one.

#### REUTER'S TELEGRAMS.

[Supplied to THE CHINA MAIL.]

LONDON, Oct. 30, 1895.

#### THE EUROPEAN BOURSES.

The European Bourses are flat owing to the official portion of the St. Petersburg official *Messenger*.

#### GREAT BRITAIN'S FOREIGN POLICY.

Lord Salisbury, speaking at Natford, said that he would endeavour for the sake of continuity to carry out the Foreign Policy of his predecessors.

#### AMERICAN CRUISER ASHORE.

THE SZECHUEN VICE-ROY RECEIVES HONOURS, BUT NO PUNISHMENT.

KILLING OF FOREIGNERS AGAIN SUGGESTED.

(Special Telegram from Our Own Correspondent)

SHANGHAI, Thursday, Oct. 31, 6.55 p.m.

The United States cruiser Concord is safely ashore here.

Liu Ping-chang, the degraded Vice-roy of Szechuan, is returning to his home in Anhwei, without suffering any inconvenience from the Imperial displeasure.

The Vice-roy has been presented with the Ten-thousand Names Umbrella by the officials and gentry of Szechuan.

The conviction grows that the punishment will be a complete sham.

Chung-king has again been placarded with incendiary placards, inciting people to murder all foreigners.

The complimentary or Ten Thousand Names Umbrella (*wan ying san*) is a large red umbrella presented by the people to any official who may have won their approbation of his rule. It is covered with the names of the subscribers, in gilt characters.—*Herbert A. Gitt's* Glossary of Reference.—[Ed. C.M.]

#### LIU YUNG FU'S ESCAPE.

(From a Correspondent.)

AMOY, October 30.

If it be true, as reported by the Chinese, this bumbling old chief of a defunct Republic, has managed to crawl out of the hole he found himself in, over at Taiwan, and escaped to the mainland, and is now regaling a credulous populace about Amoy, with his tales of heroism! How the Japs did not take Formosa, &c., &c. It is said that he came over equipped as a woman, and bearing an infant in his arms.

At present he is reported to be enjoying the freedom of the city of Chiang-chu,—a prefectural city about thirty miles west of Amoy. True or not, there was an individual up there last Saturday (Oct. 28) whom he called Liu Yung-fu; he was making the rounds calling upon the different officials located there. Great crowds followed him from place to place, and treated him though he were a hero indeed. Of course, no one knows the tales he is telling, but one can easily imagine the nature of the tales that such a character would only tell.

One cannot help asking how long has this sort of thing got to go on? How long are the people going to be compelled to believe a lie. Cannot some method be adopted to get the truth of political events before and amongst the people? And yet that task seems hopeless. How many believe that Japan was victorious in the late war? How many will believe that Liu had been engaged in a futile war. Nowhere in Peking could the faintest indication be detected of a desire to apply, or even of a capacity to understand, the lessons of the recent war.

A more hopeless spectacle of fatuous imbecility and helplessness, than the central Government of the Chinese Empire presented after the actual press of events had been removed. It is almost impossible to conceive its position was indeed an unenviable one.

The conflict of European interests was fast and furious within its gates. The English, whose intervention had unexpectedly mitigated as the elements hours previously by the magnates were now the penalty exacted by the magnates. A Chinese merchant who had lived in India many years in this respect so ill-favoured country, "plein d'industrie et d'opulence," but he evidently regarded both species of vermin as part of the scheme of creation to which a Chinese must patiently submit. The singular indifference and aloofness with which the non-official Chinaman contemplates the action of the rulers, so long as it does not directly affect his pecuniary interests—or his most cherished customs, is almost incomprehensible to the Western mind. With certain limits to know how to take care of himself and to check by combination abuses which exceed the normal amount. But the conduct of public affairs in their broader aspects he regards as something with which he cannot possibly have any concern. It is the business of the Mandarins, and if they manage it that it is their lock out, not his. They may have mismanaged the war with Japan, and they probably have, for he has a shrewd idea of the worthlessness of his rulers. If so, then they ought to be punished for their wrongdoing, as all wrongdoers, at any rate all those who are found out, ought to be punished; but that their wrongdoing affects him—the artisan, the farmer, the scholar, the soldier, &c., will have ultimately to bear that cost of that wrongdoing, no doubt, is not so. He himself is honest, according to his lights, industrious, persevering, and within certain limits, intelligent and unscrupulous, and upon his own merits he brings those qualities to a high standard. But that his ruler should be expected to bring the same qualities to bear upon the conduct of public affairs, or that he has a right to demand it of them because the public affairs are also his affairs, is an idea which never enters his head. He manages his shop or his farm, the Mandarin manages his nation,

#### THE 'BELGIC' INQUIRY.

YOKOHAMA, October 21.

In H.B.M. Court at Yokohama, on the 21st inst., a Naval Court of Inquiry was held to investigate the circumstances attending the stranding of the O. & O. steamer *Belgic* at Sunosaki on 8th Sept. H.B.M. Consul J. C. Hall, Esq.) presided, and there were with him as assessors, Capt. E. Street, *Ravenne*; Capt. W. Evans, *Monmouthshire*; and Capt. R. McGregor, *Guildhall*. Mr. J. F. Bowring appeared for Capt. Walker, M. P. C. Howard, agent of the O. & O. Company, also watched the inquiry. Longly evidence was given to the Court, after reviewing the evidence found.

—That up to the time of passing Noshima Light the Master appears to have navigated his ship with due care.

II.—That after that point sufficient care was not taken in calculating the distance run by the ship.

III.—That owing primarily to this neglect the Master was led into an error of judgment in mistaking Melia Head for Sunosaki.

IV.—That the casualty was due entirely to this error of judgment on the part of the Master.

V.—That the conduct of the First Officer, Mr. Tillicum, is commendable for having paid due regard to the navigation of the ship and for having done the Master's bidding in the fact that the ship was too near the land and should not have been hauled up so soon.

VI.—That after the casualty everything appears to have been done that was necessary for securing the safety of the ship and passengers.

VII.—That the Second Officer, Mr. Blackman, was drowned in performing his duty of launching and getting ready the boats, and that all available measures were taken to save his life.

VIII.—The Court, considering that the Master's mistake, though a serious one, is the first made by him during a service exceeding over 14 years in command, are of opinion that a severe reprimand will meet the justice of the case, and he is hereby remanded accordingly. The conduct of the rest of the officers and crew is free from blame.

IX.—That the expenses of this Court, amounting to £3 12s. 9d., be paid by the Master.

THE KUNGPALI DISASTER.

TIENTIN, Oct. 22.

The C. M. S. N. Co. have received a reply from Capt. Crawford, of the *Irene*, from Kinchow, which is much the same as I have already sent you, with this exception, that no 800 lives were lost, but about 650 and about 150 wounded and scalded or burnt by the explosion. Of the officers and crew, as far as can be found out at present, there are thirteen saved, one of whom is the third engineer. The other part of the *Algyppi*, as far as the minimum, remains pretty well intact, the other part of the vessel seems to be blown to pieces. At high water, the after part is under water, but at low water her upper deck is above water. This accident seems to show that what has happened on the coast, as counting the Kunghsing, but that the warning of what was about to happen, whilst those on board the Kunghsing, and with this exception, that not 800 lives were lost, but about 650 and about 150 wounded and scalded or burnt by the explosion, of the officers and crew, as far as can be found out at present, there are thirteen saved, one of whom is the third engineer. The other part of the *Algyppi*, as far as the minimum, remains pretty well intact, the other part of the vessel seems to be blown to pieces. At high water, the after part is under water, but at low water her upper deck is above water. 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# THE CHINA MAIL.

FRIDAY, NOVEMBER 1, 1895.

## Mails.

NORDDEUTSCHER LLOYD.

### NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
NAFLES, GENOA,  
ANTWERP, BREMEN & HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIQUE PORTS;  
ALSO,  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

*Printed in Hongkong* | Monday Nov. 11.  
*Presented* | Monday Dec. 9.  
*Sachsen* | Monday Jan. 6.  
*Gera* | Monday Feb. 3.

ON MONDAY the 11th day of November, 1895, at 3 p.m., the Company's S.S. PRINZ HERMANN, Capt. Schindler, with PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 9th November. Cargo and Specie will be received on board until Noon on MONDAY, the 11th November, and Parcels will be received at the Agency's Office until Noon on SUNDAY, the 10th November. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two' Foot Cubic in measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, October 18, 1895. 1895

### NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MASSILLE, LONDON,  
HAVRE AND BORDEAUX;

### ALSO

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 13th November, at Noon, the Company's S.S. ERNST SIMONS, Commandant DELACHOUX, with MAIL, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Space will be registered for London as well as for Massille, and accepted in transit through Massille for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. on the 12th November, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

### G. TOURNAIRE,

### Acting Agent.

Hongkong, October 30, 1895. 1895

NORTHERN PACIFIC  
STEAMSHIP AND RAILROAD  
COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON, \$400. Excellent accommodation. First class Table. DOCTOR and STEWARD carried.

HONGKONG TO NEW YORK, \$350.

The Railroads traveling in second class on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, \$225. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Stralsund... 13.57 | Tuesday | Nov. 19.  
Victoria... 12.10 | Tuesday | Dec. 10.  
Honkong... 3.09 | Tuesday | Dec. 31.  
Tacoma... 12.50 | Tuesday | Jan. 21.  
Victoria... 3.10 | Tuesday | Feb. 11.

\* No Passengers carried by this sailing.

THE Steamer STRALSUND, sailing at Noon, on TUESDAY, the 19th November, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KORE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.

For further information as to Passage and Freight, apply to:

DODWELL, GARILL & CO., Agents.

Hongkong, October 29, 1895. 2001

## Mails.

### Shipping.

## Shipping.

### Steamers.

MILBURN LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL

The Steamship

Capt. GREY, R.N.R., will

be despatched for the

above Port at Noon, TO-MORROW, the

2nd November.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to:

DODWELL, GARILL & CO., Agents.

Hongkong, November 1, 1895. 1895

THE Steamship RAVENNA, Capt.

E. STREET, carrying Her Majesty's Mail, will be despatched from this for

BOMBAY, on THURSDAY, the 7th

November, at Noon, taking Passengers

and Cargo for the above Ports. (This Steamer connects at Bombay with the

CARTHAGE, which Vessel takes on her

Cargo for LONDON, via SUEZ CANAL,

leaving that port on the 30th NOVEMBER, 1895).

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 30, 1895. 1895

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY & MELBOURNE

The Co.'s Steamship

Clintia, Captain R. INNES, will

be despatched as above on

SATURDAY, the 2nd November, at 2 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage. A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, Agents.

Hongkong, October 31, 1895. 1895

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE AND YOKOHAMA

The Steamship

Hirakawa Maru, Captain ANDERSON, will

be despatched as above on

SATURDAY, the 2nd November, at 2 p.m.

For further Particulars, apply to

ALF. WOOLLEY, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 25, 1895. 1895

## Mails.

### Shipping.

## Shipping.

### Steamers.

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES).

The Steamship

Port Phillip, Capt. GREY, R.N.R., will

be despatched for the

above Port at Noon, TO-MORROW, the

2nd November.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to:

DODWELL, GARILL & CO., Agents.

Hongkong, November 1, 1895. 1895

THE CHINA NAVIGATION COMPANY, LIMITED.

FOR NEW YORK & SUEZ CANAL

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